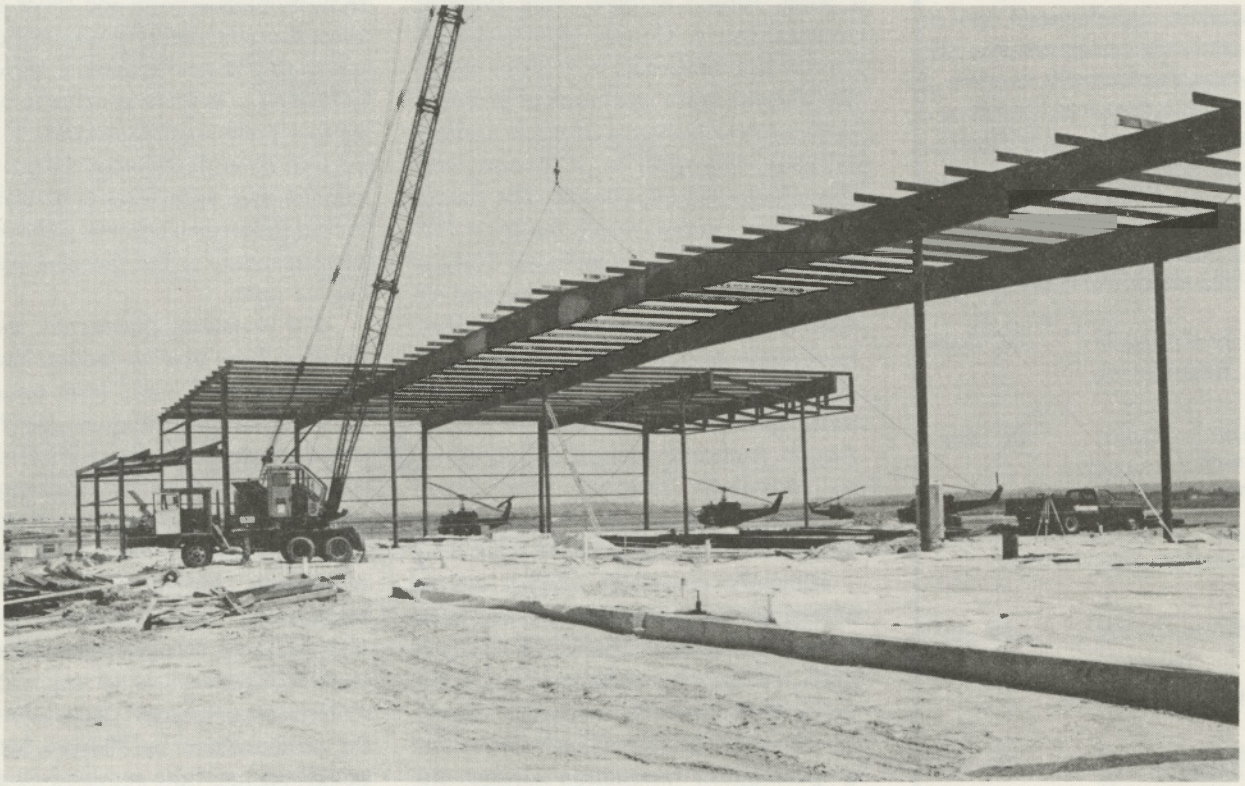
Palmetto AVIATION

VOLUME 34, NUMBER 9 | Published by the S.C. Aeronautics Commission | September, 1984



Structural steel goes up on Eagle's new hanger & terminal building

Major expansion underway at Eagle

Eagle Aviation is developing a major expansion program for its facilities at the Columbia Metropolitan Airport. Eagle, a full service facility for corporate and private aircraft, is planning to complete the expansion around November 1. The approximate cost of this expansion program is $1.6 million.

Plans include a new 13,000 square foot, two-story transient aircraft receiving terminal that will house a lobby area, a conference room, a small gym, pilot's quarters, gift shop and administrative staff offices. New construction also includes a 24,000 square foot aircraft hangar with corporate pilot offices and a 14,000 square foot maintenance hangar with additional maintenance office space. Renovation and expansion of the existing parts and avionics departments is also planned.

Other improvements for Eagle include a new fuel storage facility, additional parking spaces and the paving of eight additional acres of ramp space for transient aircraft parking. Future additions to the new Eagle facilities will include dual tennis courts, a basketball court and a handball court for use by customers and employees. In preparation for expansion, Eagle leased an additional 6.7 acres from the airport in October, 1983, giving the firm a total of 31 and 6/10 acres at the field.

Eagle, a Conquest Propject specialist, provides an executive charter service and also operates a flight school. A major part of Eagle's aircraft service includes its large maintenance and parts department along with aircraft storage and fueling and its aircraft sales department.

The service area for Eagle Aviation primarily includes the southeastern United States, however, the company has received customers from other parts of the United States and as far away as Caracas, Venzuela and Colombia, South America.

Eagle has been operating in South Carolina since 1967. ✈

PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

Offices at Columbia Metropolitan Airport
Mailing Address:
Post Office Drawer 1987
Columbia, South Carolina 29202
Phone: (803) 758-7704

Federal injunction unavailable against authority to grant carrier access to airport

BY HENRY BURWELL*

Midway Airlines, DOT and the FAA recently were refused an injunction for preliminary relief against the Westchester County Airport in New York (Midway Airlines, Inc. v. County of Westchester, 18 Avi 18,003 (USDC N.Y., April 1984). The dispute arose as a result of Midway's application to operate a schedule between Midway Airport in Chicago and Westchester County Airport. The various competing interests which the court considered in the hearing included those of other carriers presently operating and entitled to maintain equal access to facilities, local residents concerned about the noise abatement, general aviation enthusiasts, passengers who use the services and the Airport Authority charged with the duty to develop rational and non-discriminatory rules to allocate scarce aeronautical resources.

Midway's complaint alleged several federal statutory violations by Westchester County including conferrel of exclusive rights, unjust discrimination against the public and restrainst of trade. As intervenors, the DOT and FAA also sought a permanent injunction under the Supremacy Clause of the U.S. Constitution and various contractual rights arising out of the federal grant agreements to the Airport Authority.

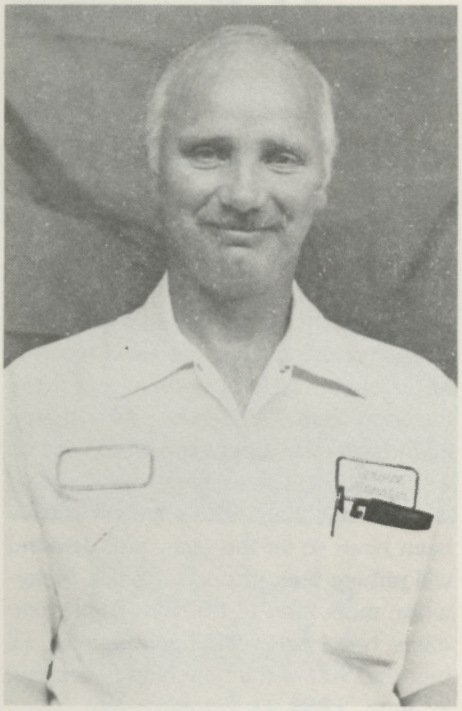
The Westchester County Board defended on the basis that within the past year 17 airlines had shown an interest in increasing or initiating new service to Westchester. As a result, the County hired a consultant to develop a policy from which to promulgate interim rules to process applications. Pending the formation of the policy, applications, including Midway's, had been deferred. The suit followed.

The court noted that Midway must show irreparable harm and either probable success on the merits or serious questions going to the merits plus a showing of hardships in its favor in order to be entitled to a preliminary injunction. It observed that defendants were aware of their duty to open its facilities to air carriers on fair and reasonable terms without unjust discrimination or the granting of an exclusive right.

After reviewing the record, the court decided there was no federal law which prevented the County from temporarily denying access to Midway pending the development of rational and non-discriminatory rules for allocating scarce space and landing and take-off slots consistent with environmental and safety requirements. Moreover, there were no allegations that defendants had unreasonably delayed promulgation of such regulations.

Therefore, the court denied the request for an injunction by Midway because it could not meet the required evidentiary showing. However, the court ruled that the County Board shall conclude its study to adopt a policy within 30 days, and within 20 days thereafter, promulgate rules to allocate facilities and slots to Part 121 carriers consistent with federal law. If the schedule is violated by the defendants, plaintiffs will be permitted to seek injunctive relief again.

Mr. Burwell is a partner with the law firm BARRINGER, ALLEN, PINNIX & BURWELL, Greenville, S.C. ✈



Bill West

Bill Holecek

Bill Holecek retires; Bill West is promoted

Eagle Aviation at Columbia Metropolitan Airport, West Columbia, South Carolina, announces that Bill West, Service Manager, has assumed all duties of the company's Maintenance Shop, including the new 14,000 square feet of space being added to the facility.

Mr. West joined Eagle in 1968, and was named Shop Supervisor in 1976, and Service Manager in 1979. He was affiliated with B&M Aircraft in Illinois and U.S. Army aviation before moving to Eagle.

The new space he will be overseeing not only increases the hangar and maintenance service area, but also permits Eagle to add a new engine room, a new library, and a sheltered area for doing engine run ups and adjustments.

In another personnel change, Bill Holecek has announced his retirement as Vice President of Maintenance at Eagle. He will, however, continue to be available on a limited basis as an on-going maintenance consultant for the company.

Mr. Holecek was one of the founders of the company when it was formed in 1963 as H&H Aviation. Previously, he was the Service Manager of Hawthorne Aviation in Charleston. ✈

Poison information card available

A card listing poison control centers in South Carolina, North Carolina and Georgia, along with toll free telephone numbers to call for treatment information, is available from Clemson University.

Aerial applicators who apply some of the more dangerous pesticides should have this information in the event special assistance is needed. Call Dr. Paul Horton and ask for information card #125. Or write Clemson University Cooperative Extension Service, Clemson, S.C. ✈

Breakfast Club

There are several changes to the S.C. Breakfast Club fly-in schedule for the remainder of the year.

The Sept. 9 meeting at Davis Field has been cancelled. A special meeting has been set for Sept. 16 at Jekyll Island, Ga. The Oct. 21st meeting has been changed from Orangeburg to Camden to coincide with the annual EAA Chapter 3 fall fly-in there. The annual meeting and election of officers has been moved to the following week. The scheudle for the remainder of the year is as follows:

Sept. 9	Open (meeting cancelled)
Sept. 16	Jekyll Island Airport, Jekyll Island, Ga.
Sept. 23	Newberry Municipal, Newberry
Oct. 7	Holly Hill Airport, Holly Hill
Oct. 21	Woodward Field, Camden (EAA fall fly-in)
Oct. 28	Orangeburg Municipal, Orangeburg
Nov. 4	Lancaster County, Lancaster
Nov. 18	Huggins Airport, Timmonsville
Dec. 2	Columbia Metropolitan (Columbia Aviation FBO is host)
Dec. 16	Sumter Municipal Sumter

The annual Cheraw Air Show, sponsored by the Cheraw Kiwanis Club, will be held Sunday, Sept. 16 at the Cheraw Airport.

FAA checking approaches with remote altimeters

The FAA is currently evaluating airport instrument approaches that depend on a remote altimeter source to determine landing minimums and a few airports may have their minimums increased as a result.

Thomas J. Hoffman, manager, Flight Inspection and Procedures Staff, said field inspectors are currently evaluating some 800 approaches in the 13 state Southern Region.

"If the specialist makes a determination that the weather patterns between the (airport) location and the remote altimeter Source are homogenous, then the location will retain its remote altimeter source and the procedures will not be affected."

But, Hoffman said, if there are a lot of heavy weather activity off ridges and mountains that could affect pressure patterns between the altimeter and airport location, then the specialist may increase the minimums or, in the extreme case, cancel the approach.

Hoffman said the evaluation would not have a lot of impact. "Out of 800 approaches, I think we're going to come up with about 10 locations that will be affected."

Hoffman said no change to existing approach procedures will take place, in any case, before July 1, 1985. Affected airport managers will be notified in plenty of time to consider alternatives, he said. ✈

FAA studying ATC system, may add controllers

FAA Administrator Donald Engen said the agency has commissioned a study to examine the capacity of the air traffic system and its capability for meeting the current and future demands of aircraft operators. The study is one of 20 initiatives announced by FAA for improving the ATC system.

Among the initiatives, Engen said, would be a personal review by the adminstrator of the current ATC "full" staffing number with a view toward raising that number as necessary to accommodate increased air traffic. "I would expect to make a decision on this regard in September," he said, "and will review and adjust this number on an ongoing basis, as necessary." Engen said he is also personally reviewing FAA staffing and overtime situations at all ATC facilities every two weeks to "make sure that we are making the best use of our people."

Other moves announced by Engen included reducing projected projected losses of experienced controllers due to retirements; reviewing ATC training process and the curriculum employed at the ATC academy to ensure that newly-hired controllers are becoming operationally qualified "in the optimum time without sacrificing quality."

Another of the actions Engen said the agency was taking was institution of a hotline, "in order to address concerns expressed about the filtering out of unfavorable information as it passes from the field towards Washington Headquarters." Engen said individual employees within the FAA could use the hotline to communicate "directly to my immediate staff and to me their concerns relating to personnel, safety and other issues."

Also, the agency will conduct an employee survey to determine how controllers feel about their working conditions and the way FAA managment is handling their concerns; make facility visits and schedule "listening sessions.

Head new FBO at Allendale

Billy Head, owner of Blackhawk Aviation, is the new FBO at Allendale County Airport.

Head and Bill Harper will be operating Blackhawk Aviation and offering service, flight instruction and charter.

Head's wife said they will be living on the airport and will offer 24-hours service.

Head worked for Lonnie Browing, the former FBO, since 1979. Browning was killed in a plane crash last June. ✈

Airline hiring at record levels

Future Aviation Professionals of America (FAPA) says that airline pilot hiring has reached its highest level in 19 years, and that the hiring of flight attendants by airlines has set new records. Louis Smith, FAPA president, predicted that more than 30,000 new pilot and flight attendants job openings would occur within the next two years.

Smith said that 4,393 airline pilots have been hired so far this year, and demand will remain high through the fall. Meanwhile, more than 11,800 new flight attendants have been hired in the past 12 months, 900 of the new hiring occurring in June, 1984.

The organization cited figures showing that 60 of the 76 major U.S. airlines have recruited pilots during the past 12 months, while 77 airlines have recruited for flight attendants during the same period.

"The airline hiring boom of the 80s is in full swing." Smith said. "The number of new jobs being created by industry expansion now far exceeds the jobs lost due to airline cutbacks and failures at a handful of airlines.

"Flight attendant and airline pilot recruiting now both exceed the previous 1978 boom levels," Smith added. ✈

Tax law changes noted by commission

Effective July 1, 1984 the maximum tax applicable to the sale of a single motor vehicle, motorcycle, aircraft or boat is $300, according to the S.C. Tax Commission.

Since the $300 cap is the equivalent a five percent tax on $6,000, the commission said merchants should keep records to claim a deduction for the excess over $6,000 on each transaction subject to the cap.

For futher information, call the S.C. Tax Commission at 758-2321. ✈

Owens has remote lights

Jim Hamilton, airport manager at Owens Field, reports that radio controlled runway lights have been installed on the field.

To turn the lights on, pilots should key their microphone on 122.8 three times for low intensity, five times for medium and seven times for high intensity setting. The lights will remain on for 30 minutes. ✈

EAA annual fall fly-in set Oct. 19-21 at Camden

The Experimental Aircraft Association's Classics and Antiques Chapter 3 will hold its eighth annual fall fly-in at Woodward Field in Camden, Oct. 19-21.

Airport manager Bill Hawkins said the fly-in is specifically for warbirds, experimental types, classics and antiques. But, he added, any aircraft with a registration number is invited.

"If it's got an 'N' number on it, it's invited to fly-in," he said.

There will be an early bird party Friday evening, Oct. 19 at the Holiday Inn in Camden. Fly-bys and rides will be all day Saturday and judging will take place at 2 p.m.

Trophies in fourteen categories will be given out at the awards banquet Saturday evening at the Shrine Club.

On Sunday, Oct. 21, the S.C. Breakfast Club will fly-in and have breakfast in the hangar on the field around 8:30 a.m.

Hawkins said there were 350 aircraft from seven states last year. "I've got a gut feeling it's going to be a little bit bigger this year."

Chapter three has members in both Carolinas and Virginia. ✈

FAA sets ultralight hearings

The Federal Aviation Administration (FAA) has scheduled four hearings this month to solicit information from the public concerning the operation of ultralight vehicles under FAR Part 103.

The agency has been critizied by a Congressional subcommittee and members of Congress for not adopting more stringent regulations for the craft.

The meetings will be held Sept. 18 in Washington, DC, Sept. 20 in Rosemont, IL, Sept. 25 in El Segundo, CA, and Sept. 27 in Forth Worth, TX.

The FAA was criticized by Rep. Dan Glickman (D-KS), chairman of the House subcommittee on transportation, aviation and materials, for not regulating the vehicles more closely.

Glickman cited "widespread concern about current practice" in a letter to FAA administrator Donald Engen earlier this year. ✈

Warbirds to be featured at CAF's Airsho '84

The Confederate Air Force will hold its Airsho '84 featuring 150 World War II vintage aircraft next month at Harlingen, TX.

All types of WWII aircraft—including the only flying B-29 in existence—will participate in fly-bys and recreations of famous aviation battles of the War.

The show begins Thursday, Oct. 11 with static displays and runs through Sunday, Oct. 14. The flying days will be Saturday and Sunday, Oct. 13 and 14. Admission on those days will be $3 for children under 18 and $10 for adults.

Besides the old warbirds, there will also be a performance by the Snowbirds, the Canadian Airforce flight demonstration team.

All the activities will take place at Valley International Airport (formerly Harlingen Intl.) at Harlingen, TX on the Texas east coast 10 miles north of the U.S.-Mexican border.

For more information, call the Confederate Air Force at 512/425-1057. ✈

Hearing Sept. 11 on SRP restriction

The FAA will hold a public hearing Sept. 11 on a Department of Energy (DOE) request to establish a prohibited airspace area over the Savannah River nuclear plant.

The DOE has asked that a prohibited area be established over the plant which would prohibit helicopter flights at any altitude and fixed wing overflights below 3,000 feet.

The Aiken plant is one of nine nuclear facilities at which the energy agency has asked FAA to either establish or modify existing prohibited airspace out of concern for terrorist attacks.

Due to the number of comments received objecting to the proposal, the FAA has decided to hold public hearings to get additional input on the impact of such airspace restrictions.

The Savannah River Plant hearing will be Sept. 11 at 9 a.m. at the Augusta-Richmond County Civic Center, 601 7th St., Augusta, Ga.

Copies of the Advanced Notice of Proposed Rulemaking can be obtained from FAA's Washington, DC headquarters at (202) 426-8058. Ask for Airspace Docket no. 83-AWA-26, Proposed Department of Energy Prohibited Areas. ✈

Clear and Bright

By Robert A. Feeler
Aviation Technical Consultant
Falls Church, VA

The following article originally appeared in Aviation Equipment Maintenance magazine earlier this year. Part of it is reprinted here, with permission, in the interest of aviation safety.

The purity and cleanliness of aviation gasoline and turbine fuels is one of those things that everyone seems to take for granted. We all know that the fuel should be free of contaminents and water to ensure safe and reliable operation of the engines, but by what standards do we judge the quality of the fuel?

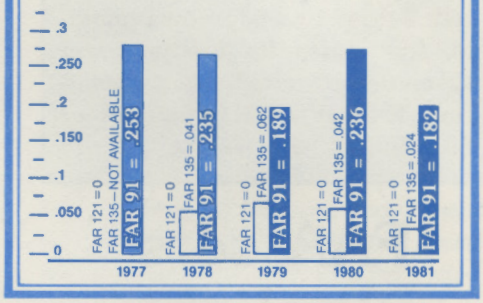
The result of inadequate fuel quality control is all too often a loss of power at a critical point of flight and a subsequent accident. The Natinal Transportation Safety Board (NTSB) accident report files contain some rather startling statistics and data on accidents resulting from fuel contaminated with foreign matter or water. (These numbers do not include the instances of misfueling or running out of fuel.)

For the period of 1977 through 1981, there were some 388 General Aviation (Part 91) accidents in which fuel contamination or water was a confirmed factor in causing the accident. This represents two percent of all accidents reported to the NTSB. Of the total accidents in this five year period, 46 resulted in one or more fatalities. Unfortunately, the trend does not seem to be improving as the number of accidents reported each year is about the same.

NTSB statistics for Part 135 and 121 Operators are considerably better. Records for Air Carrier (Part 121) operations during the 1978 through 81 period disclose no accidents attributed to fuel contamination or water. Part 135 operators reported eight accidents, three of which were fatal, during the same period. All of the accidents under Part 135 operations were attributed to water in the fuel. None attributed to contamination. Figure A illlustrates comparative rates of accidents per 100,000 flight hours for the various segments of the industry, related to fuel contamination and water. This marked difference in experience might indicated the effectiveness of the increased emphasis on quality control programs of Part 135 and 121 operations as compared to Part 91 operators.

Figure A

Accidents attributed to fuel contamination or water in fuel
Rates shown per 100,000 flight hours.
Source: NTSB Accident data files.



Who is responsible?

Contrary to popular beliefs, the FAA has nothing to do with surveillance of fuel quality standards and has no involvement in seeting standards for the purity and cleanliness of aviation fuels. There are industry standards for the phsical properties of various fuels established by the American Society for Testing Materials. These standards control the specific gravity and other characteristics that determine how the fuel acts in the fuel system and how much energy is released in combustion, but they do not speak to the purity or cleanliness of the product.

These ASTM standards assume that the fuel is free of any contaminants or water. Since this is basically a refinery specification, such an assumption is valid because the refining processes are such that water and contaminants are virtually excluded in the distillation process. However, from that point on, the opportunities for trouble are multiplied. Every step in the transporting, storage and delivery of fuel from the refinery to your aircraft tanks exposes it to the possibility of contamination or accumulation of water.

Although many distributors have established their own standards of cleanliness, there is no fixed limit by which you can judge the quality of fuel which you receive. Fuel suppliers, fixed base operators, and ramp service personnel are not certified by FAA so there are no regulations governing their performance. FAA involvement in airport fueling operations is limited to the basic fire and personnel safety aspects only.

In the past, major oil companies owned or controlled nearly all aviation fuel from the refinery to the aircraft delivery. With the advent of fuel shortages and the proliferation of small refineries and distributors, the oil companies have gotten out of all but the basic refinery supply in most cases. In the the U.S. very few if any airport fuel suppliers are owned or controlled by the major oil companies. As these facilities have reverted to private owners and operators, the aircraft operator has had to become more vigilant to ensure a safe supply of fuel for his aircraft.

Unless you have your own fuel supply and dispensing equipment, you must rely on others to do their job to give you good fuel. If you do have your own facilities, you most likely have no one else to help you and must be knowlegeable of the various methods and procedures used to ensure clean and dry fuel.

By being aware of what equipment and methods are available to clean and treat aviation fuels, and what tools can be used to inspect the end product, you are better prepared to monitor the performance of your vendors.

There are four factors which affect the quality of fuel: water, solid contaminants, surfactants, and microbial growths. Of these, water contamination cause the greatest problem for general aviation.

Water

Water is not present in the fuel when it comes out of the refinery. The heat used in the distillaton process virtually eliminates any possibility of water in the fuel products. However, as soon as the fuel moves out of the refinery to pipelines or storage containers, it is subjected to the possibility of accumulating moisture and water. Petroleum products will absorb some water in the form of minute droplets that remain suspended in the fuel until given the opportunity to settle to the bottom over a long period of time.

Don't assume fuel cleanliness is someone else's responsibility. Check it yourself....

Turbine fuels, such as Jet A, are much more susceptible to retaining this dissolved water due to their greater viscosity as compared to gasoline. Any moisture in the storage tank air spaces and/or water that leaks into the tanks can be emulsified into the fuel during the pumping and movement of the product. Turbine fuel can retain, in suspension, about one part per million (ppm) of water for each degree of temperature above 0°F. For example, fuel exposed to high humidity at 70°F can absorb up to 70 parts per million of water.

Such entrained water is not harmful if it would stay that way. The problems come about when the fuel is pumped through an aircraft filter or is exposed to cold temperatures during extended cruise at high altitudes. As the temperature of the fuel drops, its ability to retain the water decreases. Any excess precipitates out and becomes free water in the sump. If the fuel temperature goes down 20 degrees, 20 parts per million become free water to freeze on the filter or become the breeding ground for microbial growth.

This precipiatation of entrained water is not unique to the aircraft tanks. The same thing occurs in pipelines, storgage tanks and fuel farm facilities. A large tank above ground in a fuel farm may reach 90°F on a hot day. As that tank cools down overnight, it is likely that up to 50 parts per million of moisture may precipitate out and become free water. This is about one quart for each 5,000 gallons of fuel in the tank, and the same thing occurs in every foot of plumbing or filter case throughout the system. When this exposure is combined with the rain water or ground water, which can enter through the floating roof of above-ground tanks or faulty seals of underground facilities, it is obvious that water can be a serious problem.

Water can be removed reliably by use of coalescer/separator units. Such units are normally used at each stage of the fuel transfer for turbine fuel. Properly maintained and operated, these units will remove free water and keep entrained moisture down to less than 15 ppm.

The proper action and removal of freewater by filter/separator units can be checked by sampling the fuel before and after passing through the unit. The most common device in use for this purpose is the Aqua-Glo unit. This device contains a specially prepared element that contains a fluorescent dye that is affected by any water in the fuel. The moisture content can be determined in parts per million to test the fuel flowing out of the filter/separator. Such tests can be accomplished in the field in less than five minutes using a test unit.

Most people hesitate to inject water into a fuel supply in order to check the operation of a coalescer unit. If there is

TEST EQUIPMENT AVAILABLE FOR FIELD TESTING OF AVIATION FUELS

UNIT	USED FOR	AVAILABLE FROM
WHITE BUCKET	Performing "White Bucket visual checks	Local supply or Gammon Technical Products
FOOD DYE	Confirm or deny presence or free water	Any food store
LITMUS PASTE	Detection of free water in storage tanks	Fuel Supplier or Gammon Technical Products Manaquan, N.J.
MILLIPORE AVIATION FUEL TEST KIT	Checking for presence of solid contaminants in fuel.	Millipore Corporation Bedford, Mass.
MINI-MONITOR KIT	Checking for presence of solid contaminants in fuel.	Gammon Technical Products
EXXON HYDRO KIT	To detect suspended free water in jet fuel. GO/NO GO indication of 30 PPM or less.	Exxon Distributors or Dealers
SHELL WATER DETECTOR	To dectect presence of undissolved free water in jet fuel. GO/NO GO of 30 PPM or less.	Shell International A. Searle & Co. London, England
METRACTOR (Developed by Mobil)	To detect suspended free water in jet fuel. GO/NO GO indication of 30 PPM or less.	Scott Manufacturing Farmingdale, NY
ACQUA-GLO KIT	Measures water content of Jet Fuel and light petroleum products. Detects presence of free water within 1.5 PPM	Gammon Technical Products
MICRO-SEPAROMETER	To determine Water Separation Index Measurment (WSIM) of jet fuel to detect presence of Surfactants.	Emcee Electronics Sarasota, Fl.

SOUTH CAROLINA
AERONAUTICS COMMISSION
P.O. Drawer 1987
Columbia, South Carolina 29202

Clear and Bright

Continued from page 7

no water in the fuel at the time of checking with Aqua-Glo, how can you know if it will really take out any water that may later show up in the fuel? A visual check of the coalescer is beneficial but still not a reliable way to determine its efficiency.

A "single element tester" is available to perform a functional test of a coalescer element. This requires removal of an element from the filter/separator case and conducting the test, which involves injecting a quantity of water into the element to observe its ability to coalesce the water out of the fuel. This can be a cost saving to a large fuel facility operators as it allows the elements to be tested rather than arbitrarily replaced on a calendar basis.

Note that the action of the coalescer/separator is dependent upon the ability of the internal cartridges to make the minute droplets collect into larger drops so that the second element can separate them out. The presence of chemicals such as soups or detergents that affect the surface tension of water can render the coalescer/separator useless.

What can you do?

As the buyer of fuel, you can insist that the fuel delivery truck sump be checked before any fuel is pumped into the aircraft. Checking the fuel truck sump again after fueling the aircraft provides a high level of confidence that the fuel going into your tanks was not contaminated. If the truck sump should show contamination of water, the aircraft should be thoroughly checked and sumps drained to be sure that no unacceptable fuel is onboard.

A visual inspection of a sample in a clear glass container or white bucket can tell you a lot. Good fuel is clear and bright. It sparkles in sunlight or bright light. There should be no specs or dirt visible to the eye. "Clear" means that you should be able to read a newspaper on the other side of a glass jar, or see which side is up on a coin dropped into a bucket with four inches of fuel in the bottom. Any cloudy bubbles or stringly lines may be an indication of surfactants. Water may appear as drops or blobs in the bottom and may be disclored or very clear.

If in doubt, drop in a few drops of common food dye. The dye will not mix with good fuel, but will immediately absorb into any free water and color it. Excess moisture suspended in the fuel will cause a hazy or cloudy appearance. Depending upon the temperature, approximately 30 ppm of water will cause the haze to appear.

If you want to have a more definitive check on the fuel you are buying, you may want to obtain test equipment capable of performing field test accurately and quickly. The chart on page 7 lists the various units available and the capabilities of each.

Remember: Be alert. Be suspicious when it comes to fuel quality.

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster the growth of responsible aviation in the state.